

DISCLOSED

SECTION

No.

REPORT of SURVEY for REPAIRS, &c.

Date of Writing Report 29.9.56 19

When handed in at Local Office

19

No. in
Reg. Book

Survey held at

MELBOURNE

Port of

MELBOURNE

Date, First Survey 10.8.56

Last Survey

31.8.56 19

on the Wood, Iron or Steel

S.S. "M. RNOO"

(No. of Visits

four

TONNAGE:-

GROSS 2496

UNDER DK.

NET

Built at Newcastle

By whom

Swan Hunter & Wigham Richards

YEAR

MONTH

Owners Melbourne S.S.Co.Ltd.

Managers

Owners' Address

(if not already recorded in Appendix to Register Book)

Port belonging to

MELBOURNE

Surveyed Afloat or in Dry Dock?

Afloat

Name of Dock

Destined Voyage

CellDBorDBg

total capacity

feet; uE&B

tons; FPT

tons; APT

feet; f

tons; MT

feet

tons.

Only alterations in the existing records of tanks should be inserted.

N.B.—All Alterations in the existing records should be underlined.

Last Report, No.

29168

Port

Lyd.

Particulars of Classification (which must be inserted
precisely as in Register Book & Supplements)

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys	Machinery and Boiler Surveys (including date of N.B., if any)
* 10041	* LMC 7.52
6.55	BS 2.56
Mel (Dr) 7.52	TS 6.55 CL

1. Surveys, when held, must be reported in detail and *seriatim* in the terms of the Rules and items remaining to be the Surveys should be summarised. State clearly the cause of repairs, if any, and, in detail, the nature and of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be rised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters ing this case).

2. In cases where the Surveyor has not made a special damage report he is required to state whether he offered vices for this purpose and to whom and why they were declined.

Society's Freeboard (if assigned) as
painted on Ship and now verified } ft. ins.

Was a damage report made by anyone else? If so, by whom?

OR EXAMINATION AS PER RULE, FOR For Part General Examination and Repairs.

Melbourne letter dated 22nd March 1956 and 10th September '56 also the Secretary's letter d 29th March, 1956.

At the request of the Owners and with a view to deferment of the Special Survey which became due uly last, the undersigned carried out a part General Examination on this ship afloat.

done:- The forward and after peak tanks cleaned out and examined internally. All holds,

en decks, bunkers and machinery spaces examined. The decks, casings hatchways and coamings

rs. (Wear and Tear):- Recommended at this time and not carried out:- All wasted and

tured frames in lower holds to be cropped, and part renewed. The boundary angles of the

en bulkhead between Nos.1 and 2 Holds to be cropped and part renewed and all wasted sections

OF DAMAGE REPAIRS:-

	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Beams	Inner Bottom Plates	Dk. Plates	Other Items:-
Welded								
Removed and Fair'd or Repaired								
Removed or Repaired in place								

CONDITION OF THE

SURVEY CONTINUED TO THE ABOVE.

Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt) When fitted: Month Year
Ceiling	Coal Bunkers, Openings, Covers, &c.	Boats
Cement or Asphalt	Oil Bunkers	Masts, Yards, &c.
Rudder	Scuppers	Condition, how ascertained (State if wedges removed)
Steering gear and its connections	Cargo Hatchways	Equipment letter
Windlass	Hatches	Anchors, No. of
Have pumps been examined and found efficient?	Planking	Cables (State if now ranged)
Have Sluice Valves been examined and found efficient?	Caulking	" length mean diamr. (on board)
Have Watertight Doors been examined and found efficient?	Treenails	" Rule length size
Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stems	Chain Locker
Air and Sounding Pipes	Transoms, Pointers & Crutches	Hawser & Warps
Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Standing and Running Rigging
	" " at other places	Sails
	Stringers, Clamps & Shelves	
	Salting (State if examined)	

General Observations, Opinion as to Class, Recommendation, &c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent this survey, thus, for example:- "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record vey, 1,33," or "to remain as classed and to have record of survey, 1,33, and the notations of ss No. 1,38."

This vessel as far as seen is eligible to remain as classed in the Register Book, out fresh record of Survey, subject to all wasted and fractured frames in lower holds and waste damaged bulkhead and tunnel plating being repaired before the completion of General examination to all previous conditions being dealt with.

(per Section 29)	£	30	0	0
Age or Repair Fee (if any) (ec. 29)	£			
Expenses (if chargeable)	£	3	0	0
Surveyor's Fee (if any)	£			

Fees applied for,

20.9.56

Received by me,

19

Surveyor's Minute

TUESDAY 16 OCT 1956

Character Assigned

Write (see) (see) (see)

Surveyor to Lloyd's Register of Shipping

GENERAL COMMITTEE

Thursday

1st November 1956

Classing Committee

decision confirmed

014827-014834-0017

Repairs (Damage)

Found

Recommended and now done

Upper edge of sheer strake faired in place and set in bulwark plating cropped, faired and refitted.

Damaged plating cropped and renewed.

Croppped and renewed.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS

* When a bower anchor is supplied, it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES

At this stage in the survey and in view of the extensive repairs indicated above, the owners decided to discontinue repairs pending a decision regarding the future of the ship. We have since been advised by letter that the vessel was sold to the Cambay Prince Steamship Co.Ltd. of Hong Kong and left Melbourne on the 2nd September under the new Ownership.

J. G. North;